

*A1* selectively augment said reaction torque of said generator, thereby selectively increasing said reaction torque applied to said output shaft by said generator to control said first speed.

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Claim 8 (amended, "clean version")

An apparatus for use within a hybrid electric vehicle including an engine which operates at a first speed, said apparatus being effective to control said first speed and comprising:

*A2* a generator including a stator assembly and a rotor assembly which is operatively coupled to said engine, said generator being effective to selectively provide a first torque through said rotor assembly, said torque being effective to control said first speed; and

a clutch assembly having at least one friction plates which are fixedly coupled to said vehicle and which are rotationally stationary and at least one divider plates which are coupled to said rotor assembly and which selectively and frictionally engage said at least one friction plates effective to provide a second torque through said rotor assembly, said second torque being effective to augment said first torque, thereby further controlling said first speed.

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Claim 14 (amended, "clean version")

*A3* A method for controlling the speed of an engine within a hybrid electric vehicle including a generator having a rotor assembly which is operatively coupled to said engine, said method comprising the steps of:

selectively activating said generator effective to produce a negative torque which lowers said speed of said engine;

providing a clutch member having non-rotating friction plates and divider plates which are coupled to said rotor assembly, wherein said plates of said clutch member may be operatively